

# South Stockton 6-Lane

## Project Information Sheet Public Information Meeting May 3, 2007

**Project Purpose:**

The purpose of the project is to construct a feasible project on State Route 99, between Arch Road and the Crosstown Freeway (State Route 4), that will:

- **Improve traffic operations**
- **Improve traffic safety**
- **Provide route continuity**

Within the project limits, State Route 99 is a four-lane freeway, with interchanges located in close proximity to a major freeway-to-freeway interchange. Traffic on the mainline in the project area is highly congested. High traffic volumes, coupled with localized traffic weaving, are key factors in slowing down the main-line traffic flow to below acceptable levels. The project limits also have a high number of traffic accidents, higher than similar facilities Statewide. The project limits define a gap in route continuity, between projects to the north and south that are improving State Route 99 to 6-lanes. All projects combined would result in over seventeen and a half miles of continuous 6-lanes on State Route 99, between post miles 5.3 and 22.9, from the southern end of the City of Manteca, north into the City of Stockton.

**Project Description:**

California Department of Transportation (Caltrans), in coordination with the City of Stockton, the County of San Joaquin, and the San Joaquin County Council of Governments, is proposing to widen State Route 99 to six lanes, eliminate Clark Ave. hook ramps, relocate Charter Way Interchange to Golden Gate Ave., and improve Mariposa and Farmington Interchange, in and near the City of Stockton, between the Arch Road Interchange and the Crosstown Freeway.

**Project Timeline:**

<b>March 2006</b>	<b>Begin the Environmental Document Process</b>
<b>May 2007</b>	<b>Public Meeting</b>
<b>January 2008</b>	<b>Draft Environmental Document</b>
<b>March 2008</b>	<b>Public Hearing</b>
<b>December 2008</b>	<b>Final Environmental Document</b>
<b>Fall of 2008</b>	<b>Begin Right of Way</b>
<b>February 2012</b>	<b>Ready to List</b>
<b>June 2012</b>	<b>Construction</b>

**Contact:**

For more information, please contact Raychel Skeen, Environmental Planner at

**Caltrans, District 6  
Department of Transportation  
Attention: Raychel Skeen, Environmental Planner,  
2015 East Shields Avenue, Suite 100  
Fresno, CA 93726-5428**

or email Raychel at [raychel\\_skeen@dot.ca.gov](mailto:raychel_skeen@dot.ca.gov)

For other state highway projects, please contact Caltrans District 10 Public Affairs at (209) 948-7977



# South Stockton 6-Lane

## Boletín de información Reunión de Información 3 de mayo del 2007

**Propósito y Necesidad:**

El propósito del proyecto es construir un proyecto viable sobre la Ruta Estatal 99, entre Arch Road y la Autopista Crosstown (Ruta Estatal 4), que:

- **Mejore el funcionamiento del tránsito**
- **Aumente la seguridad del tránsito**
- **Provea continuidad en las rutas**

Dentro de los límites del proyecto, la Ruta Estatal 99 es una autopista de cuatro carriles, con pasos a desnivel ubicados muy cerca de un paso a desnivel de una autopista principal a otra. El tránsito en la zona principal del área de proyecto se congestiona seriamente. Los altos volúmenes de tránsito, junto con el serpenteo localizado del tránsito, son factores claves que detienen por debajo de niveles aceptables el flujo del tránsito en la vía principal. Dentro de los límites del proyecto, también ocurre una gran cantidad de accidentes mayor a instalaciones similares en otras partes del estado. Los límites del proyecto definen un quiebre en la continuidad de las rutas entre proyectos al norte y al sur que están mejorando la Ruta Estatal 99 para que tenga 6 carriles. Todos los proyectos combinados resultarían en diecisiete millas y media de 6 carriles continuos sobre la Ruta Estatal 99, entre el marcador de millas 5.3 y el 22.9, desde la punta sur de la Ciudad de Manteca, al norte, hasta la Ciudad de Stockton.

**Descripción del Proyecto:**

El Departamento de Transporte de California (California Department of Transportation) (Caltrans), en coordinación con la Ciudad de Stockton, el Condado de San Joaquín y el Consejo de Gobiernos del Condado de San Joaquín, está proponiendo ensanchar la Ruta Estatal 99 a seis carriles, eliminar las rampas de Clark Ave, reubicar el paso a desnivel de Charter Way a Golden Gate Ave, y mejorar el paso a desnivel de Mariposa y Farmington, en y cerca de la Ciudad de Stockton, entre el paso a desnivel de Arch Road y la Autopista Crosstown.

**Programa/ Calendario:**

<b>Marzo del 2006</b>	<b>Comienza el Proceso del Documento Medioambiental</b>
<b>Mayo del 2007</b>	<b>Reunión Pública</b>
<b>Enero del 2008</b>	<b>Documento Medioambiental Preliminar</b>
<b>Marzo del 2008</b>	<b>Audiencia Pública</b>
<b>Diciembre del 2008</b>	<b>Documento Medioambiental Final</b>
<b>Otoño del 2008</b>	<b>Comienza Adquisición de Propiedades</b>
<b>Febrero del 2012</b>	<b>Proyecto Listo para Licitar</b>
<b>Junio del 2012</b>	<b>Construcción</b>

**¿CONTACTO?:**

Para más información, contacta por favor a Raychel Skeen, Planificador Ambiental, Al

**Caltrans, District 6  
Department of Transportation  
Attention: Raychel Skeen, Environmental Planner,  
2015 East Shields Avenue, Suite 100  
Fresno, CA 93726-5428**

o correo electrónico: [raychel\\_skeen@dot.ca.gov](mailto:raychel_skeen@dot.ca.gov)

Para otros asuntos relacionados con la ruta estatal, por favor comuníquese con la oficina de asuntos públicos del distrito 10 llamando al (209) 948-7977.



# South Stockton 6-Lane

## Daim Ntawv Qhia Txog Kev Tsim

**Peej Xeem Kev Qhia Ncauj Lus Sib Tham Lub Tsib hli ntuj hnub tim 3, xyoo 2007**

**Lub Ntsiab  
thiab Qhov  
Xav Tau:**

Lub ntsiab ntawm qhov kev tsim no yog yuav tsim lub xeev txoj kev 99 kom zoo, ntawm nruab nrab txoj kev Arch Road thiab txoj kev Crosstown Freeway (State Route 4), uas yuav:

- **Kom kev khiav mus los zoo** ○ **Kom muaj kev nyab xeeb rau kev khiav mus los**
- **Ua kom txoj kev khiav mus tag li**

Raws li kev tsim tau, lub Xeev txoj kev 99 yog txoj kev muaj plaub kab khiav ceev, uas muaj uas cov kev los tshuam nyob ze rau cov kev khiav ceev loj-rau-kev khiav ceev. Muaj tsheb khiav coob heev li rau ntawm txoj kev loj uas yuav tsim no. Tsheb coob heev li, khuv ua rau cov kev khiav mus los hauv zos los sib qhiab, yog qhov uas ua rau tsheb khiav qeeb ntawm txoj kev loj ua rau tsheb khiav maj mam tsis raws li qib khiav. Tsis tag li xwb qhov kev tsim no tseem pom tau tias muaj tsheb sib tsoom ntau thiab, siab duab li uas tej kev zoo ib yam ntawm tag nro hauv lub nroog. Qhov kev tsim no nrhiav pom ib qhov seem tias tsis muaj kev khiav mus tag li, ntawm nruab nrab ntawm qhov kev tsim peb qaum teb thiab qab teb uas tsim kom zoo rau txoj kev hauv Xeev 99 mus rau 6-khab khiav. Txhua txoj kev tsim ua kev tag nrog yog yuav muaj tshaj li ntawm kaum xya thiab ib nram las ua muaj 6-kab khiav tas li hauv Xeev txoj kev 99, ua ntawm nruab nrab qhov qhia las 5.3 thiab 22.9, los nram qhab teb qhov kawg ntawm lub Zos Manteca, qaum teb mus rau ntawm lub Zos Stockton.

**Qhia Txog  
Kev Tsim:**

Xeev California Ceg ntawm kev Thauj Mus Los (Caltrans), nrog rau lub Zos Stockton, lub Nroog San Joaquin, thiab San Joaquin Pawg Neeg Tawm Tswv Yim ntawm Tsoom Fwv, yuav xav ua kom txoj kev 99 hauv Xeev kom dav zog mus rau 6 kab khiav, yuav tshem txoj kev Clark Ave. ua los txhuam nkag, tshem txoj kev Charter Way Interchange mus rau ntawm txoj kev Golden Gate Ave., thiab khom kom txoj kev Mariposa thiab txoj kev Farmington Interchange kom zoo, nyob rau thiab ze rau ntawm lub Zos Stockton, nruab nrab ntawm txoj kev Arch Road Interchange thiab txoj kev Crosstown Freeway.

**Lub  
sijhawm/  
Thaumtwg:**

<b>Peb hli 2006</b>	<b>Peb Kauj ruam ntawm Tej Ntaub Ntawv Ntawm Tej Kev Ib Ncig</b>
<b>Tsib hli 2007</b>	<b>Kev Sib Tham Rau Peej Xeem</b>
<b>Ib hli 2008</b>	<b>Pib Sau Tsab Ntawv Ntawm Tej Ib Ncig</b>
<b>Peb hli 2008</b>	<b>Kev Sib Tham Rau Peej Xeem</b>
<b>Kaum Ob hli 2008</b>	<b>Daim Ntawv Kawg ntawm Tej Kev Ib Ncig</b>
<b>Caij Nplooj Zeeg 2008</b>	<b>Pib Tej Cai Xav Tau</b>
<b>Ob hli 2012</b>	<b>Npaj Txij Los Sau Qhia</b>
<b>Rau hli 2012</b>	<b>Tsim Ua</b>

**Hu Nug  
Tau?**

Yog xav paub kom meej ntxiv txog qhov kev tsim no, hu tau rau tus Raychel Skeen

**Caltrans, District 6  
Department of Transportation  
Attention: Raychel Skeen, Environmental Planner,  
2015 East Shields Avenue, Suite 100  
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or email Raychel at [raychel\\_skeen@dot.ca.gov](mailto:raychel_skeen@dot.ca.gov)

Yog rau lwm txoj kev khiav ceev hauv xeev lwm yam, thov hu rau ntawm District 10 Peej Xeem Kev Sib Txuas Lus chaw ua hauj lwm ntawm (209) 948-7977



# South Stockton 6-Lane

## Public Information Meeting

### WELCOME

Thursday, May 3, 2007  
5:00 p.m. to 8:00 p.m.

San Joaquin County Fairgrounds  
Building 3  
1658 South Airport Way  
Stockton, California

### BIENVENIDOS

Jueves, De Mayo El 3 De 2007  
5:00 p.m. to 8:00 p.m.

San Joaquin County Fairgrounds  
Building 3  
1658 South Airport Way  
Stockton, California

### NEJ TUAJ LOS

Hnub plaub, Lub Tsib hli ntuj  
hnub tim 3, xyoo 2007

Nyob rau hav Nroog San Joaquin  
Fairgrounds 1658 South Airport Way  
Chaw Nkag Rau Hav Tshav  
Dabhlau-Lub qhov rooj 3  
Lub Tsev 3  
Stockton, California



# South Stockton 6-Lane

## Public Information Meeting

### PLEASE SIGN IN

Please View our displays, ask questions, and give us your thoughts about this project.

### POR FAVOR FIRME SU NOMBRE AL LLEGAR

Por favor vea nuestras exhibiciones, haga preguntas y ofrézcanos sus opiniones sobre este proyecto.

### THOV KOS NPE

Thov saib peb cov uas tso saib, nug tej lus uas koj muaj, thiab thov qhia koj tej tswv yim rau peb txog qhov kev tsim no.



# Why Are We Here Tonight?

To present the project, including the project alternatives and the project study area.

**Please view the displays located around the room and ask questions.**

To describe how the environmental and engineering studies are conducted.

**Staff are available at the different stations to describe how our process works.**

To obtain input from the public and answer questions.

**We encourage you to give your comments**

**Verbal comments may be given to the court reporter**

**Written comments may be placed into the comment box or mailed directly to our office.**



# ¿Por qué estamos aquí esta noche?

Para presentar el proyecto, incluyendo alternativas del proyecto y el área de estudio del proyecto.

**Por favor vea las exhibiciones colocadas alrededor del salón y haga preguntas.**

Para describir cómo se realizan el estudio medioambiental y el de ingeniería.

**Hay personal disponible en los diferentes puestos para describir cómo funciona nuestro proceso.**

Para obtener las opiniones del público y responder preguntas.

**Lo alentamos a ofrecer sus comentarios.**

**Los comentarios verbales pueden dirigirse al taquígrafo del tribunal.**

**Los comentarios escritos pueden colocarse en la caja de comentarios o enviarse directamente a nuestra oficina.**



# Yog vim li cas we thiaj tuaj no hmo no?

Qhia txoj qhov kev sim, nrog rau tej uas xav tsim thiab kev ntsuam txog tnawm tab chaw.

**Thov saib cov ua tso rau saib nyob puag ncig ntawm chav and nug tej lus muaj xav nug.**

Qhia tias ntawm kev ib ncig thiab cov neeg kawm ntawm kawm li cas.

**Muaj cov neeg ua hauj lwm nyob rau ntawm cov chaw no yuav piav qhia tias peb cov kauj ruam pib li cas.**

Kom tau tswv yim los ntawm cov peej xeem thiab teb tej lus nug.

**Peb xav kom koj tawm koj tej tswv yim thiab.**

**Tej tswv yim uas xuas qhov ncauj hais xwb xav kom hais rau cov neeg sau xov xwm ntawm tsev hais plaub.**

**Cov lus tawm tswv yim uas yog sau muab tso rau hauv lub nkeev ntawv uas yog muaj lus hais lossis muab xa kiag mus rau ntawm peb qhov chaw ua hauj lwm.**



# Purpose and Need

The purpose of the project is to construct a feasible project on State Route 99, between Arch Road and the Crosstown Freeway (State Route 4), that will:

**Improve traffic operations**

**Improve traffic safety**

**Provide route continuity**

Within the project limits, State Route 99 is a four-lane freeway, with interchanges located in close proximity to a major freeway-to-freeway interchange. Traffic on the mainline in the project area is highly congested. High traffic volumes, coupled with localized traffic weaving, are key factors in slowing down the main-line traffic flow to below acceptable levels. The project limits also have a high number of traffic accidents, higher than similar facilities Statewide. The project limits define a gap in route continuity, between projects to the north and south that are improving State Route 99 to 6-lanes. All projects combined would result in over seventeen and a half miles of continuous 6-lanes on State Route 99, between post miles 5.3 and 22.9, from the southern end of the City of Manteca, north into the City of Stockton.



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# Lub Ntsiab thiab Qhov Xav Tau

Lub ntsiab ntawm qhov kev tsim no yog yuav tsim lub xeev txoj kev 99 kom zoo, ntawm nruab nrab txoj kev Arch Road thiab txoj kev Crosstown Freeway (State Route 4), uas yuav:

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# South Stockton 6-Lane

## Project Description

California Department of Transportation (Caltrans), in coordination with the City of Stockton, the County of San Joaquin, and the San Joaquin County Council of Governments, is proposing to widen State Route 99 to six lanes, eliminate Clark Ave. hook ramps, relocate Charter Way Interchange to Golden Gate Ave., and improve Mariposa and Farmington Interchange, in and near the City of Stockton, between the Arch Road Interchange and the Crosstown Freeway.

El Departamento de Transporte de California (California Department of Transportation) (Caltrans), en coordinación con la Ciudad de Stockton, el Condado de San Joaquín y el Consejo de Gobiernos del Condado de San Joaquín, está proponiendo ensanchar la Ruta Estatal 99 a seis carriles, eliminar las rampas de Clark Ave, reubicar el paso a desnivel de Charter Way a Golden Gate Ave, y mejorar el paso a desnivel de Mariposa y Farmington, en y cerca de la Ciudad de Stockton, entre el paso a desnivel de Arch Road y la Autopista Crosstown.

Xeev California Ceg ntawm kev Thauj Mus Los (Caltrans), nrog rau lub Zos Stockton, lub Nroog San Joaquin, thiab San Joaquin Pawg Neeg Tawm Tswv Yim ntawm Tsoom Fwv, yuav xav ua kom txoj kev 99 hauv Xeev kom dav zog mus rau 6 kab khiav, yuav tshem txoj kev Clark Ave. ua los txhuam nkag, tshem txoj kev Charter Way Interchange mus rau ntawm txoj kev Golden Gate Ave., thiab khom kom txoj kev Mariposa thiab txoj kev Farmington Interchange kom zoo, nyob rau thiab ze rau ntawm lub Zos Stockton, nruab nrab ntawm txoj kev Arch Road Interchange thiab txoj kev Crosstown Freeway.



# South Stockton 6-Lane

## Comparison of Alternatives

### Mariposa Alternative #1

#### Common Features

- Widen SR-99 to six lanes within median.
- Construct Type 60 median barrier.
- Correct SR-99 cross slope to 2%.
- Widen outside shoulders to 10 feet.
- Construct auxiliary lanes.
- Remove ramps at Clark Dr.
- Remove ramps at Farmington Rd.
- Relocate Charter Way interchange to Golden Gate Avenue.
- Construct soundwalls at locations determined by noise study.
- Reconstruct Main Street Overcrossing to provide standard vertical clearance and accommodate 8-lane SR-99

#### Alternative Specific Features

- Reconstruct Mariposa interchange to Type L-9 partial cloverleaf.
- Realign frontage roads south of Mariposa interchange.
- Local road improvements at Mariposa Rd., Farmington Rd., and Stagecoach Rd.
- Construct grade separation structure on SR-4 at BNSF Railroad.
- Construct overcrossing on straight alignment at Farmington Rd. and remove existing OC.
- Cul-de-sac Olive Ave. at SR-4

**ESTIMATED CONSTRUCTION COST= \$121,000,000**

### Dr. Martin L King Jr. Alternative #2

#### Common Features

- Widen SR-99 to six lanes within median.
- Construct Type 60 median barrier.
- Correct SR-99 cross slope to 2%.
- Widen outside shoulders to 10 feet.
- Construct auxiliary lanes
- Remove ramps at Clark Dr.
- Remove ramps at Farmington Rd.
- Relocate Charter Way interchange to Golden Gate Avenue.
- Construct soundwalls at locations determined by noise study.
- Reconstruct Main Street Overcrossing to provide standard vertical clearance and accommodate 8-lane SR-99.

#### Alternative Specific Features

- Reconstruct Mariposa interchange to Type L-9 partial cloverleaf.
- Realign frontage roads south of Mariposa interchange.
- Construct combination Type L-7/L-8 interchange at Golden Gate Avenue.
- Realign and improve Golden Gate Avenue.
- Rename portion of Golden Gate Avenue to Dr. Martin Luther King Jr./Charter Way.
- Shoofly structure over SR-99 required for BNSF Railroad.
- Shoofly structure will be utilized as permanent Dr. Martin Luther King Jr./Charter Way Overcrossing-
- Reconstruct BNSF UP to provide standard vertical clearance and accommodate 8-lane SR-99.
- Widen Mormon Slough Br.
- Cul-de-sac Farmington Rd. at Stagecoach Rd.
- Cul-de-sac Olive Ave. at SR-4.

**ESTIMATED CONSTRUCTION COST = \$106,000,000**

### Janzen Alternative #3

#### Common Features

- Widen SR-99 to six lanes within median.
- Construct Type 60 median barrier.
- Correct SR-99 cross slope to 2%.
- Widen outside shoulders to 10 feet.
- Construct auxiliary lanes.
- Remove ramps at Clark Dr.
- Remove ramps at Farmington Rd.
- Relocate Charter Way interchange to Golden Gate Avenue.
- Construct soundwalls at locations determined by noise study.
- Reconstruct Main Street Overcrossing to provide standard vertical clearance and accommodate 8-lane SR-99.

#### Alternative Specific Features

- Reconstruct Mariposa and Farmington interchanges to a split spread diamond interchange connected with couplet ramps.
- Realign frontage roads south of Mariposa interchange.
- Construct grade separation structure on SR-4 at BNSF Railroad.
- Shoofly structure over SR-99 required for BNSF Railroad.
- Reconstruct BNSF UP to provide standard vertical clearance and accommodate 8-lane SR-99.
- Construct overcrossing on straight alignment at Farmington Rd. and remove existing overcrossing.
- Cul-de-sac Stagecoach Rd. south of SR-4.
- Cul-de-sac Olive Ave. at SR-4.

**ESTIMATED CONSTRUCTION COST = \$115,000,000**

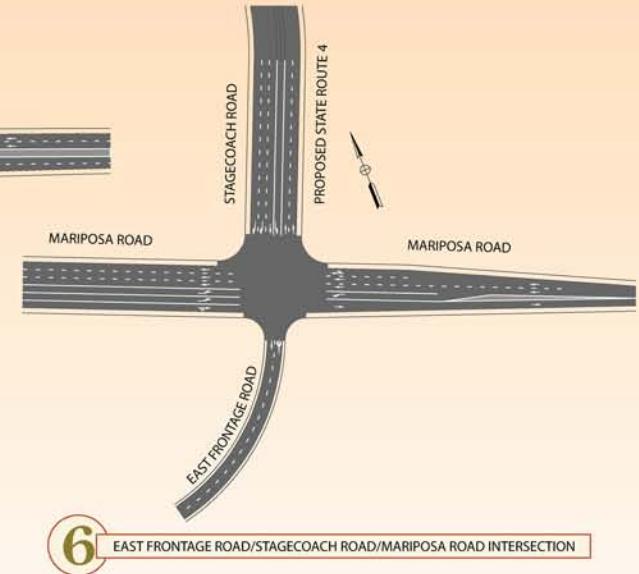
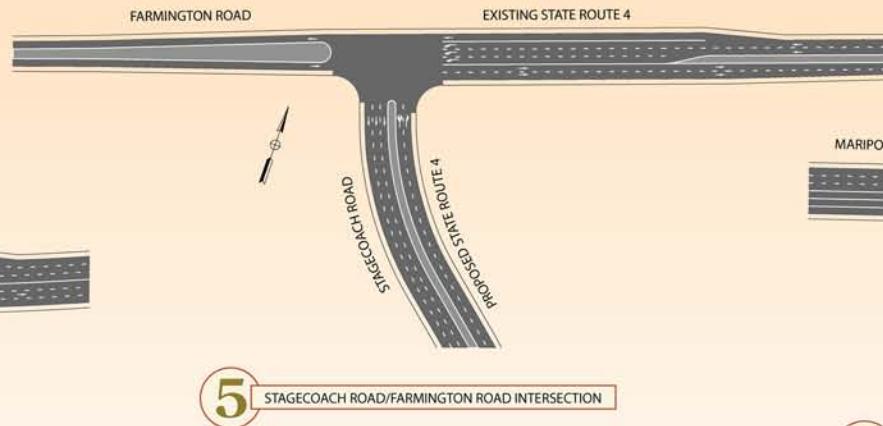
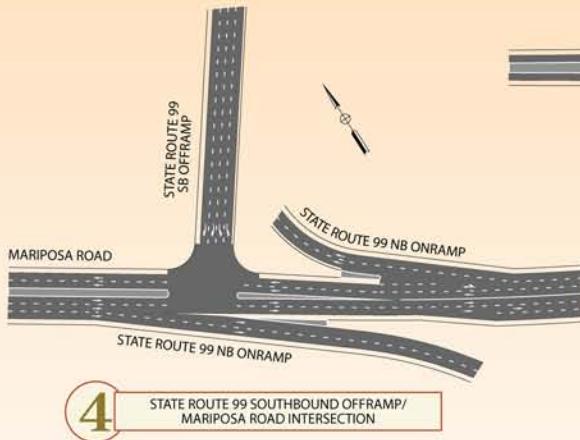
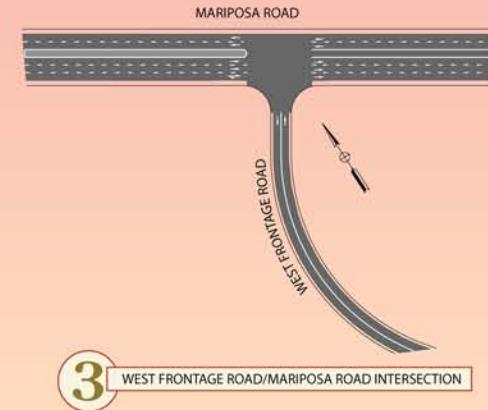


# South Stockton 6-Lane

## Alternative 1 Intersections

Preliminary

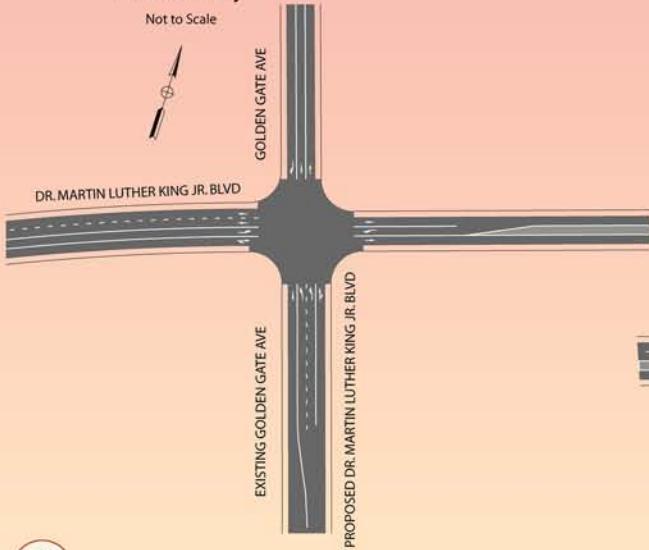
Not to Scale



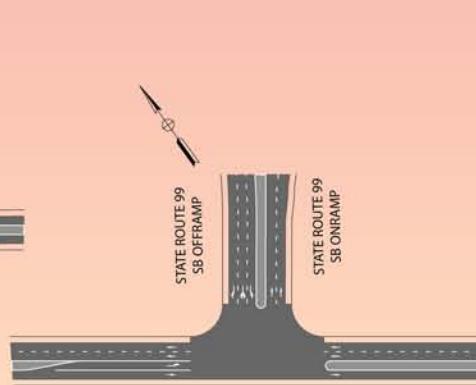
## Alternative 2 Intersections

Preliminary

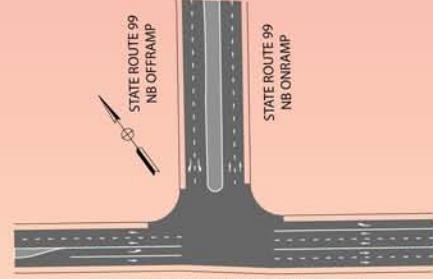
Not to Scale



**1** GOLDEN GATE AVENUE/DR. MARTIN LUTHER KING JR. BLVD. INTERSECTION



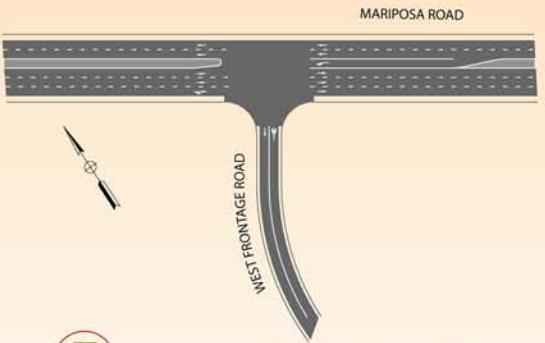
**2** STATE ROUTE 99 SOUTHBOUND ON/OFFRAMP/DR. MARTIN LUTHER KING JR. BLVD. INTERSECTION



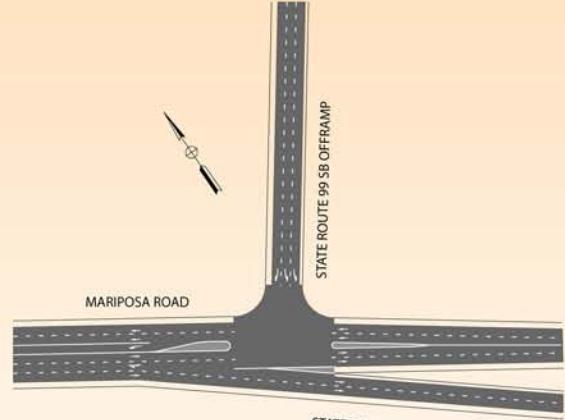
**3** DR. MARTIN LUTHER KING JR. BLVD. NORTH BOUND ONRAMP/OFFRAMP INTERSECTION



**4** EAST FRONTAGE ROAD/MARIPOSA ROAD INTERSECTION



**5** WEST FRONTAGE ROAD/MARIPOSA ROAD INTERSECTION



**6** STATE ROUTE 99 SOUTHBOUND OFFRAMP/ MARIPOSA ROAD INTERSECTION



**7** STATE ROUTE 99 NORTHBOUND OFFRAMP/MARIPOSA ROAD INTERSECTION



# South Stockton 6-Lane

## Alternative 3 Intersections

Preliminary

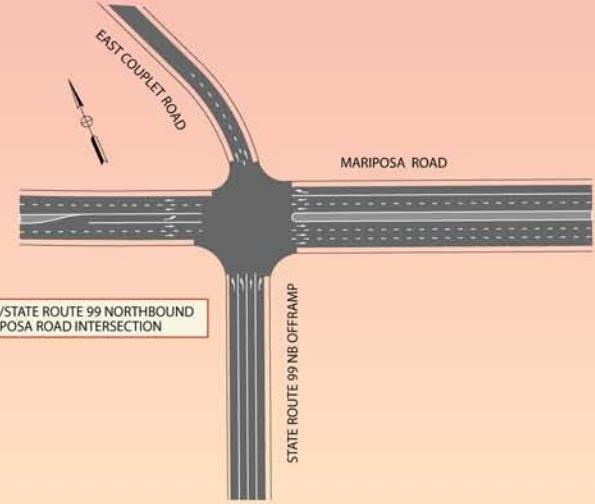
Not to Scale



**1** EAST FRONTAGE ROAD/  
MARIPOSA ROAD INTERSECTION



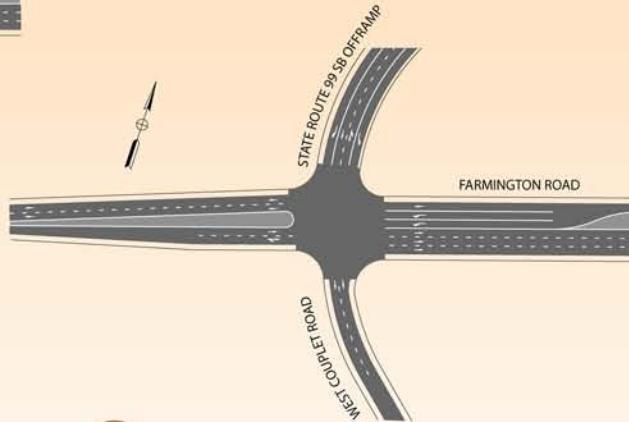
**2** WEST COUPLLET ROAD/STATE ROUTE 99 SOUTHBOUND ONRAMP/  
MARIPOSA ROAD INTERSECTION



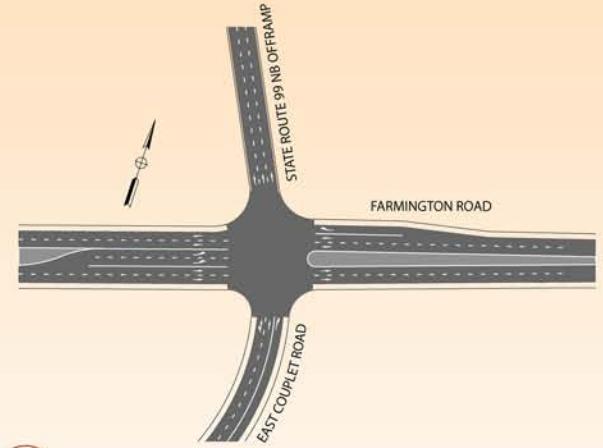
**3** EAST COUPLLET ROAD/STATE ROUTE 99 NORTHBOUND  
OFFRAMP/MARIPOSA ROAD INTERSECTION



**4** WEST FRONTAGE ROAD/  
MARIPOSA ROAD INTERSECTION



**5** WEST COUPLLET ROAD/FARMINGTON SOUTHBOUND OFFRAMP/  
FARMINGTON ROAD INTERSECTION



**6** EAST COUPLLET ROAD/STATE ROUTE 99 NORTHBOUND ONRAMP/  
FARMINGTON ROAD INTERSECTION



# South Stockton 6-Lane

## Why Close Charter Way Interchange?

- This project will widen the existing mainline Route 99 from 4 lanes to six lanes, which will necessitate the removal of the existing Charter Way Interchange.



- The existing Charter Way Interchange location does not provide enough distance from the Crosstown Interchange (Route 4 west) to allow traffic to make lane changes. Without adequate distance, traffic slows causing isolated congestion and differences in speeds. Large differences in speeds on Route 99 can lead to severe accidents.
- Traffic operations in this type of situation are evaluated using a weaving analysis. Although distance is the most cost-effective way to address weaving, an alternative is to eliminate weaving with braided ramps. (See Drawing).
- Ramp braiding would require substantial right-of-way take and cause major impacts to residents in the area, thus increasing the overall cost of the project and impacts to the community.
- Weaving analysis revealed that relocating the Charter Way Interchange to the present Golden Gate Overcrossing location would provide acceptable traffic operations (although the distance does not meet Caltrans standards).
- The Golden Gate Overcrossing location provides route continuity for Route 4. Relocating the Charter Way Interchange as proposed in Alternative 2 is a cost-effective, lower impact solution to an operational problem on Route 99. Alternative 2 also most closely maintains existing local freeway access.





# South Stockton 6-Lane

## Schedule/Timeline

**March 2006** Begin the Environmental Document Process

**May 2007** Public Meeting



**January 2008** Draft Environmental Document

**March 2008** Public Hearing

**December 2008** Final Environmental Document

**Fall of 2008** Begin Right of Way

**February 2012** Ready to List

**June 2012** Construction



# South Stockton 6-Lane

## Noise Measurement

The noise meter is calibrated to a known sound level with a calibrator “tuned” to 94 dBA. The noise meter is placed at 5 feet in height to simulate a normal receptor height. The noise meter is placed at a known distance from the centerline of the near lane of traffic. It is then relatively easy to predict the noise level at any distance from the highway traffic, since noise diminishes (drops off) at 4.5 dBA per distance doubled on a soft site (grass and trees) and at 3 dBA per distance doubled on a hard site (rocks and paving). After the noise level has been recorded, the meter is again checked with the calibrator.

Decibels (dB) is a logarithmic measure of sound. dBA indicates decibels measured on the A scale, calibrated for the human response to sound. On this scale, a level of 70 decibels and a level of 80 would be 4 times as loud.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area	60	Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	50	Large Business Office
Quiet Urban Daytime	40	Dishwasher Next Room
Quiet Urban Nighttime	30	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	20	Library
Quiet Rural Nighttime	10	Bedroom at Night, Concert Hall (Background)
	0	Broadcast/Recording Studio
Lowest Threshold of Human Hearing		Lowest Threshold of Human Hearing



# South Stockton 6-Lane

## Levels of Service

### Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
<b>A</b>		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. <b>No delays</b>
<b>B</b>		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. <b>No delays</b>
<b>C</b>		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. <b>Minimal delays</b>
<b>D</b>		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. <b>Minimal delays</b>
<b>E</b>		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. <b>Significant delays</b>
<b>F</b>		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. <b>Considerable delays</b>

Levels of Service are based primarily on density, not speed.

Source: 2000 Highway Capacity Manual, Exhibit 23-3, Speed-Flow Curves and LOS for Basic Freeway Segments



# South Stockton 6-Lane

## Right of Way

- Permits to Enter
- Appraisal
- Acquisition
- Relocation Assistance
- Utility Relocation
- Clearance and Demolition
- Sale of Excess Land
- Property Management

## Bienes y Raices

- Permisos de entrada
- Valoración de terrenos
- Adquisición de terrenos
- Asistencia de reubicación
- Mudanza de servicios públicos
- Demolición
- Venta de terreno exceso
- Administración de propiedades

## Muaj Cai Ntawm Kev

- Ntawv tso cai Nkag
- Ntsuam Xyuas
- Kev Siv Muab
- Kev Pab Rhais Chaw
- Kev Rhais Chaw Rau Tej Deb thiab Hluas Taws Xob
- Kev Rhuas Tshem thiab Tsoo PobTseg
- Kev Muag Tej Lav Sem
- Kev Tswv Vajtse Lav



# South Stockton 6-Lane

## Environmental Process

### Scoping

Preliminary Studies to identify Project Alternatives

### Alternative Analysis

Scoping Documents  
Alternative Development  
Engineering and Environmental



### **Public/Agency Review & Comment May 3, 2007**

Analysis for all Alternatives

### Draft Environmental Document

Preliminary Results of Environmental Analysis  
Preliminary Mitigation Measures  
Public/Agency Review & Comment  
Circulation of Draft Environmental Document

### Public/Agency Review and Comment Period

Comment Period  
Public Hearing

### State/Federal Review & Approval

Formal Response to Comments  
Selection of Recommended Alternative  
Presentation of Findings  
Final Environmental Document  
Project Approval Anticipated December 2008



# South Stockton 6-Lane

## Public Comment

There are four ways you can provide input to our process:

- Written comments can be placed in the comment box.
- Written comments may be directly mailed to:

**CALTRANS, District 6**  
**Department of Transportation**  
**Attention: Raychel Skeen**  
**Environmental Planner**  
**2015 East Shields Avenue, Suite 100**  
**Fresno, CA 93726-5428**

or

e-mail: [raychel\\_skeen@dot.ca.gov](mailto:raychel_skeen@dot.ca.gov)

- Comments can be expressed directly to Caltrans representatives.
- Comments can be expressed to the court reporter.

## Comentarios Públicos

Existen cuatro maneras de dar su opinión sobre nuestro proceso:

- Los comentarios escritos pueden ser colocados en la caja de comentarios.
- Los comentarios escritos pueden ser enviados directamente por correo a:

**CALTRANS, District 6**  
**Department of Transportation**  
**Attention: Raychel Skeen**  
**Environmental Planner**  
**2015 East Shields Avenue, Suite 100**  
**Fresno, CA 93726-5428**

or

e-mail: [raychel\\_skeen@dot.ca.gov](mailto:raychel_skeen@dot.ca.gov)

- Se pueden expresar los comentarios directamente a los representantes de Caltrans.
- Los comentarios pueden expresarse al taquígrafo del tribunal.

## Peej Xeem Tej Lus Hais

Muaj plaub txoj kev uas koj yuav tawm tau suab rau ntawm peb qhov kauj ruam no:

- Kev uas yog sau ntawv hais txog tej lus uas muaj muab tso rau ntawm lub nkev ntawv uas yog tej lus hais.
- Kev sau ntawv rau tej lus hais muab xa kiag mus rau ntawm:

**CALTRANS, District 6**  
**Department of Transportation**  
**Attention: Raychel Skeen**  
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or

e-mail: [raychel\\_skeen@dot.ca.gov](mailto:raychel_skeen@dot.ca.gov)

- Tej lus uas muaj hais yeej hais kiag tau rau Caltrans cov neeg sawv cev.
- Tej lus uas muaj hais yeej hais tau rau cov neeg sau xov xwm ntawm tsev hais plaub.

